

# COASTAL AREA PLANNING



**City of New Haven**  
John DeStefano, Jr., Mayor

### OVERVIEW

Coastal area planning plays an important role in the city's land use development. Historic and more contemporary land use patterns are shaped in relationship to the city's waterfront and riverfront locations. Current conditions within the coastal zone suggest a number of opportunities to affect positive change. These opportunities directly relate to immediate concerns, including real estate development pressures, environmental issues, the presence of deteriorating waterfront property and planned transportation improvements.

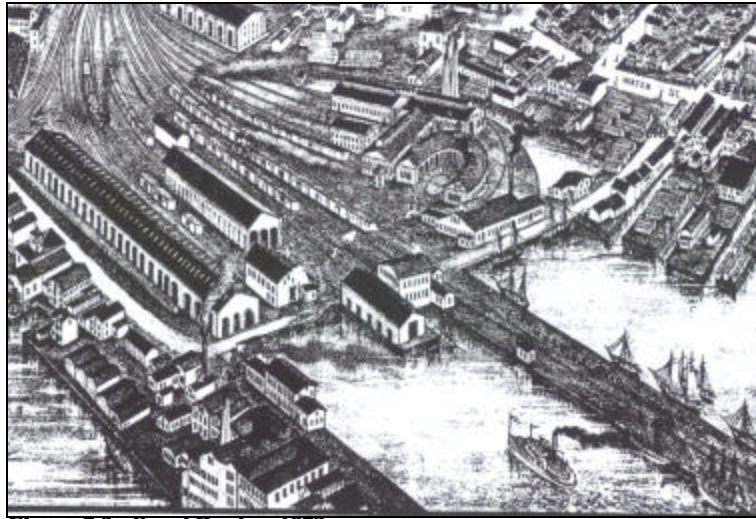
This section examines the economic and environmental context within the Coastal Management District followed by a geographic framework for coastal planning.<sup>1</sup> The approach is guided by the City Plan Commission's *Harbor Plan* (2002), which emphasizes a balance of economic development, environmental sustainability and cultural enrichment along the waterfront.



**Figure 7.1:**  
**Harbor Plan**  
**in concept**

<sup>1</sup> Since land use policy in and around New Haven Harbor is framed by the Connecticut Coastal Area Management Act and the New Haven Coastal Management District, land use statistics contained herein coincide with the district boundary.

### HISTORICAL SETTING



**Figure 7.2: Canal Dock c. 1878.**

Over time the city's coastal area has served to accommodate competing land interests. The foremost historical land use is commercial shipping. To this day, the port terminals and related transportation uses have formed the state's largest maritime transportation cluster.

Beginning in the colonial period and continuing through the early settlement era, agricultural products were exported from the harbor to points in the West Indies (triangular trade routes) and later to China and the Far East. During the mid-19<sup>th</sup> century, major improvements were made to the harbor infrastructure. These investments included channel dredging and construction of the three breakwaters (total length of approximately 11,400 feet).

During the post-bellum industrial period and continuing through World War II, the maritime trade was driven by imports of coal. Coal shipments were used both in local industry and in electric generation. At one time, the Connecticut Coke Company, located on the site of the present-day Harbor Station, provided 85% of the state's industrial gas.

The intense industrialization of the harbor area included industries dependent on the water for the importation of raw materials and for the export of finished products. The former Bigelow Boiler complex on River

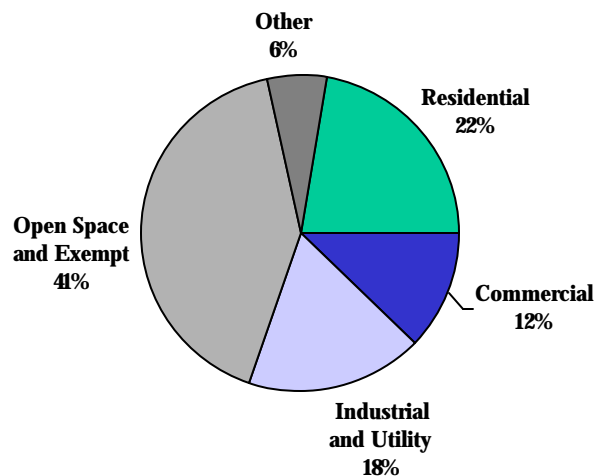
Street in Fair Haven and the US Steel facility in the Annex are good examples of the harbor's relationship to industrial development.

During the latter half of the 20<sup>th</sup> century, a more balanced harbor environment emerged. Today's harbor area blends transportation and port-related uses; industrial development; recreation areas and open space; commercial offices and destinations for the public at large. The Belle Dock area best illustrates the mixed use environment at New Haven Harbor. Belle Dock is home to both the Maritime Center, a signature office complex, and to Williams Energy, a traditional petroleum-based port operator with a deepwater slip.

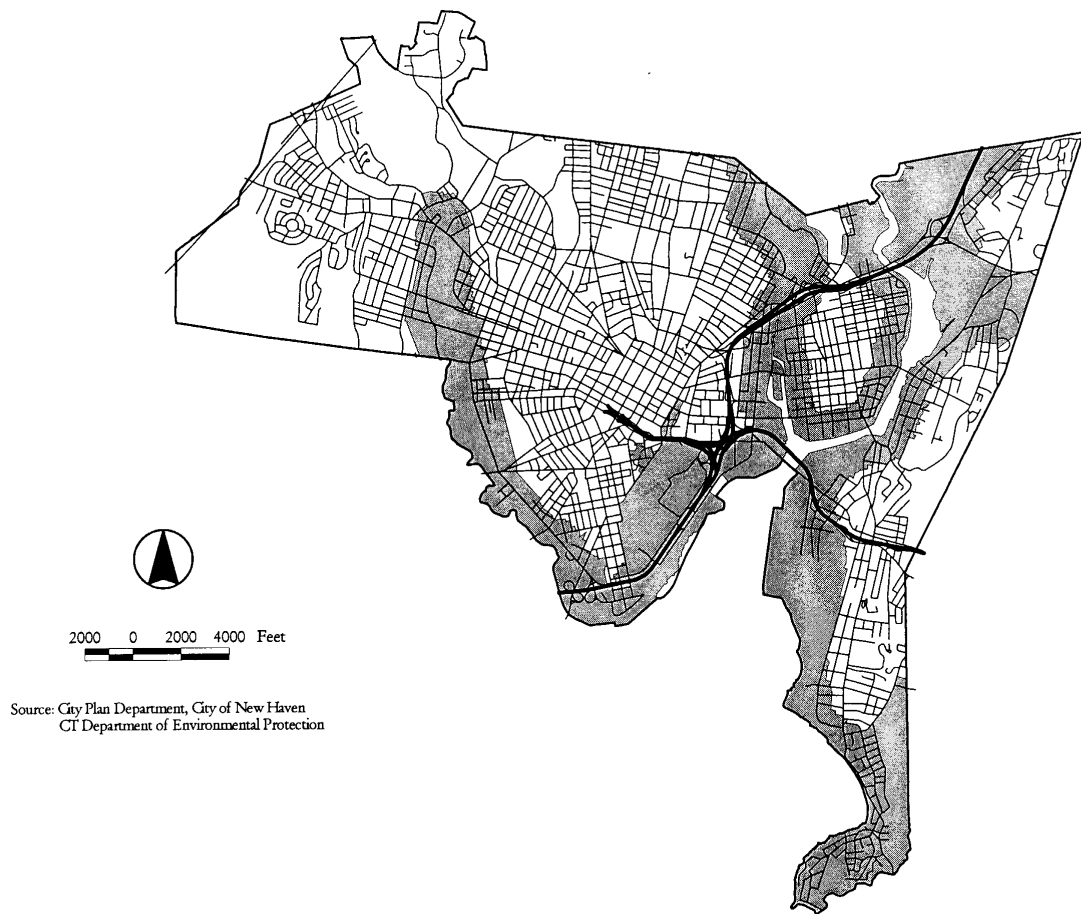
## LAND USE

The Coastal Management District comprises approximately 3,700 acres and 5,300 parcels of land. Over 40% of all land in the district is exempt property, including large areas of protected open space and park land, as well as institutional and government facilities. Just under 700 acres (19%) of all district land is used for residential purposes. There are over 5,600 residential units, not including apartments and condominiums, within the district. Commercial and industrial uses, including the Port of New Haven, comprise the balance of coastal area lands.

**Figure 7.3: Land use classifications within the Coastal Management District**



**Figure 7.4: Coastal Area Management Boundaries**



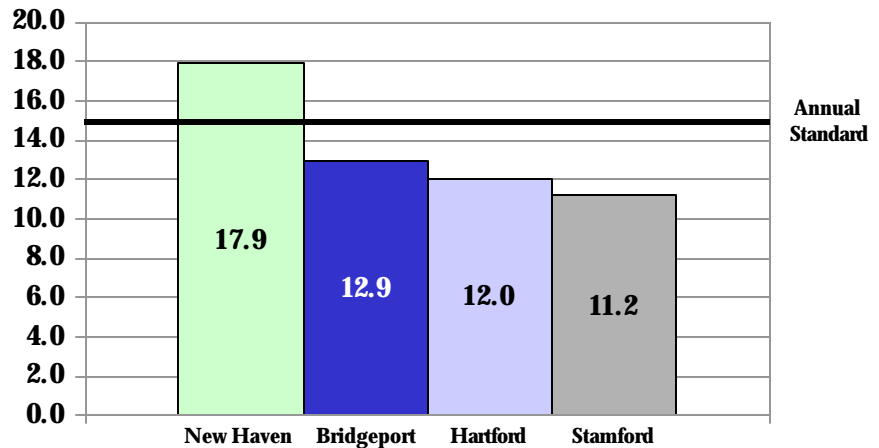
## ENVIRONMENTAL CONTEXT

The coastal environment is broadly organized into three categories: air quality, water quality and land stewardship. Three rivers, the West River, the Mill River and the largest of the three, the Quinnipiac River, directly influence the coastal environment. They are also the recipients of stormwater runoff and point- and non-point pollution from land uses within the watershed. Of note, several wastewater treatment plants north of New Haven discharge into the Quinnipiac. Though all three rivers do not meet state water quality criteria or designated uses for their water quality classification, there have been improvements in water quality and concerted efforts to curb non-point source pollution.

### *Air Quality*

Air quality within the coastal district is adversely affected by both point source emissions and by mobile sources, consisting mainly of the Interstate highways. New Haven is the only city in Connecticut in non-compliance for particulate matter. The Stiles Street air quality monitoring station registers particulate emissions well above state and national averages. Particulates contribute the high incidence of asthma in New Haven. Moreover, there is a cluster of mobile and point sources of hazardous air pollutants (air toxics) at the Port of New Haven.

**Figure 7.5: Average Annual Particulate 2.5 Concentrations (g/m<sup>3</sup>) in Select Cities, 1999**



Intermodal / rail improvements and implementation of advanced filter technologies can help to improve coastal water quality. Otherwise, significant improvement will not be realized until after new EPA mandates (including conversion to ultra low sulfur diesel) take effect later this decade.

### *Water Quality*

Some of the rivers and estuaries within the city, as for the state as a whole, are subject to fish consumption advisories for some species of fish such as striped bass and bluefish. Connecticut DEP advisory postings limit fish consumption both in the city's fresh and salt waters. Combined sewer overflows, coupled with non-point source pollution, are central issues. Currently, over half (54%) of all wastewater in a two-year storm event is untreated and discharged directly to the West River, Mill River, Quinnipiac River or New Haven Harbor. The city's long-term Combined Sewer Overflow project seeks to eliminate all wet weather overflows up to and including a two-year event.

Conditions in Long Island Sound and New Haven Harbor are steady if not improving. Total nitrogen levels, which assess nutrient loading in receiving waters, have declined over the past ten years. At their East Shore Facility, the Water Pollution Control Authority uses advanced technology called biological nutrient removal (BNR) as part of a secondary treatment of wastewater. However, of all the sewage treatment plants which send to receiving waters emptying to New Haven Harbor, East Shore is the only one to use BNR technology.

Three river watershed associations (Quinnipiac, West and Mill) have been formed to protect and restore the rivers and their watersheds. These inter-town watershed associations work to educate businesses, government officials, citizens and school children about the importance of protecting these natural assets.<sup>2</sup>

In addition to helping reduce pollution, the watershed associations are important as forums for inter-town discussions about related issues such as recreational trails, many of which follow rivers. Watershed protection efforts also link natural areas, providing corridors for wildlife movement, even in densely built up areas.

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<sup>2</sup> Similar organizations, such as the Quinnipiac River Watershed Partnership, are also focused on the rivers and related issues.

### *Stewardship of Property*

Within the coastal district, the stewardship of property goes beyond code compliance, site design and maintenance. Rather, coastal district properties are subject to the Coastal Management District and the city's coastal site plan review process. The purpose of the Coastal Management District is:

*...to ensure that the development, preservation or use of the land and water resources of the coastal area proceeds in a manner consistent with the capability of the land and water resources to support development, preservation or use without disrupting either the natural environment or sound economic growth and to ensure public access along the city's waterfront and the preservation of natural viewpoints and vistas...*

Uses permitted within the district parallel those of the underlying zone, provided the coastal site plan review, if required, determines the potential adverse impacts of the use on coastal resources are acceptable under the law. Consistency with the New Haven Coastal Program and this comprehensive plan are considered as part of the site plan review process.

Coastal site plan review has played an integral role in preserving public access to the waterfront. Significant new development, including the Maritime Center, the Mill River Municipal Development Plan and the River Street Municipal Development Plan all preserve public access to the coastline. Similarly, the city's parks and open space system has enhanced public access, particularly along Long Wharf.



**Figure 7.6: Waste processing facilities and a vacant oil terminal on River Street.**



Certain land uses, including some water-dependent land uses, are marginal or not acceptable relative to the purposes of the coastal management district. Scrap facilities, waste processing and transfer locations, oil terminals and others have compromised the overall coastal program with incompatible on-site and in-water activities. Oil terminals are clearly water dependent land uses; however, the associated tank farms occupy a significant portion of space within the port area even though the storage tanks are not water dependent. A more efficient use of the port land occurs with use of the pipeline facilities, which move liquid product out of the port without land use or transportation impacts.

### **GEOGRAPHIC CONTEXT**

Land within the coastal area generally can be divided in eight geographic settings: West River, City Point, Long Wharf, Canal / Belle Dock, Fair Haven, Quinnipiac Meadows, Port District and East Shore. Each has distinct land use characteristics and a balance of public and private space, as described more fully below.

#### *West River*

The West River runs along the westerly side of the city and is heavily impacted by land uses in New Haven and in West Haven. River viewsheds are limited to major intersections (Kimberly Avenue Bridge and at Orange Avenue). Active use of the riverfront for water-dependent purposes is constrained by water depth and by bridge clearance. Canoeing and fishing are among the more common in-water activities. Combined sewer overflows impact water quality.

Commercial and industrial land uses characterize the southerly section. A large metal and scrap processing facility, smaller retail and commercial uses are all located between Ella Grasso Boulevard (largely due to the proximity of Interstate 95) and the riverfront. While a blend of retail, commercial and light industrial land use is appropriate for this section of the Boulevard, the relationship to the riverfront can be improved substantially. The Bixon scrap yard, for example, is not water dependent and is not conducive to a riverfront location. In other areas, the city retains several coastal access easements, which coupled with land use controls, can produce a linear, attractive greenway along the riverfront.

North of Orange Avenue, West River Memorial Park and Edgewood Park provide a more environmentally-sensitive setting for the West River. The 1999 West River Memorial Park Master Plan outlines areas for salt marsh restoration, improved soccer and other recreation fields, a circuit path, areas for wildlife refuges and other improvements. Of note, the salt marsh restoration and proposed tide gate operations will repair the ecological damage resulting from phragmites, an invasive species in the park which reduces the productivity of the flood plain. Improvements to the trail system will enhance use of existing facilities through to West Rock Ridge State Park.

As part of a planned replacement of the I-95 bridge over the West River, there are parallel opportunities to connect the Harborside Trail to City Point and to restore certain salt marshes near the Fire Training Academy.



Figure 7.7: West River Memorial Park Master Plan

### *City Point*

City Point, known as the section of the Hill neighborhood generally south of Interstate 95, is emerging as one of the city's premier waterfront residential neighborhoods. The mix of land uses is conducive to its coastal environment. Commercial uses, including a marina, a waterfront restaurant and the Sound School, all relate to the harbor. Similarly, the new local historic district provides coverage against inappropriate architectural design.

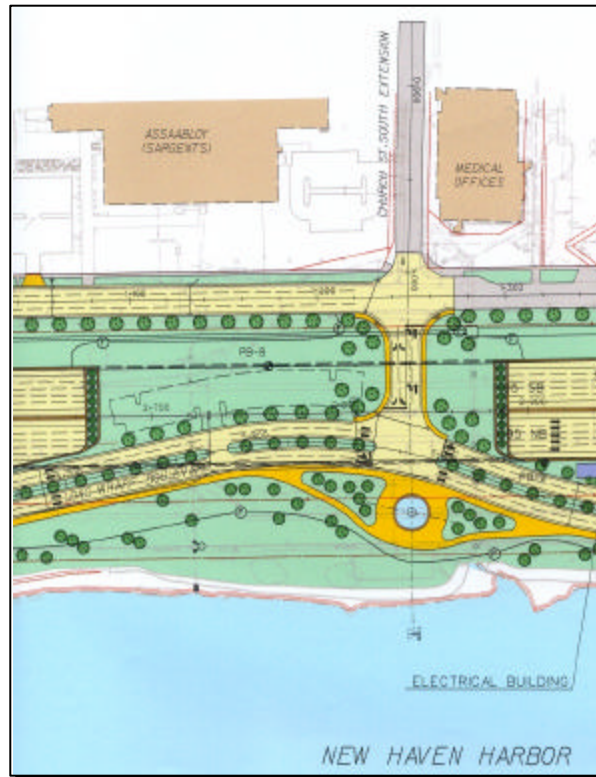
Efforts within City Point should now concentrate on public access, traffic calming and neighborhood scale public improvements. Public access can be achieved both at Howard Avenue and at Bayview Park, depending on final design of Interstate 95 / Harbor Access. This design decision, coupled with the I-95 West River improvements, will have long-term impacts on the quality of life within the neighborhood.

### *Long Wharf*

Long Wharf is the most visible of the city's coastal areas. Along the east side of the highway, all of the land is publicly-controlled and/or dedicated open space. Here, the at-grade portion of Interstate 95 and Vietnam Veterans Memorial Long Wharf Park provides unparalleled views of the Harbor and the East Shore.

Likewise, Long Wharf is a sensitive environmental area at risk from coastal erosion and highway-related air pollution. Long Wharf Park is long (nearly  $\frac{3}{4}$  of a mile) and narrow. An asphalt path that winds along the edge of the mudflats is used for walking and jogging. The park is used for occasional waterfront festivals and celebrations, but is generally underused for such a significant public space. Near term proposals include interpretative signage, landscaping, benches and picnic shelters.

For the park to function well over the longer term, however, the relationship with the highway must change substantially. The highway presents three main problems: 1. The right-of-way severs the city from a long stretch of public waterfront; 2. The highway and associated Long Wharf Drive limit the width of the park; and 3. Highway noise and associated air pollution impair passive recreation and cultural affairs at the park. Proposals to expand the highway present a once-in-a-generation opportunity to change this relationship. Through careful design, the size of the park can be expanded and noise / traffic issues can be addressed as part of the new highway system.



**Figure 7.8: Connecticut DOT alternative concept for Interstate 95 at Long Wharf – creating a new park extension to Sargent Drive.**

*Canal / Belle Dock*

The proposed development of Canal Dock anchors this new relationship with the waterfront. Canal Dock is located at the terminus of Canal Dock Road and Long Wharf Drive, between the park and the Maritime Center. The location is ideal for water-related, people-oriented development. The city's proposed Boathouse and festival spaces – on three acres of new platforms – will provide the space and facilities necessary for a more active waterfront environment. Moreover, Canal Dock provides opportunities for residents to see and experience the waterfront in a more spacious environment.

For Canal Dock to succeed, a critical mass of waterfront activity must be developed. Connections north and west to Sargent Drive will be adversely

impacted by several years of highway construction. Moreover, the walking distance to downtown suggests a need for a full range of activities on the waterfront side of the highway. The critical mass approach starts at Belle Dock and continues to Long Wharf Park.

Much of the planning for this area hinges on completion of the Maritime Center a planned development district. Office Building One, Building Two and a parking garage have been completed. However, Building Three and the long-term reuse of the SBC/SNET facility provide opportunities for mixed use development and more intense commercial activity.

A public walkway, which extends to Canal Dock and to the Williams tank farm, highlights the synergy among these development sites. The Williams site is approximately 25-acres, located between Forbes Avenue and Long Wharf Drive. Given the need for a critical mass of waterfront related community uses, the Williams site is viewed as a redevelopment opportunity. From a planning perspective, the deepwater slip provides opportunities for waterborne passenger transportation and, potentially, compatible mixed use development.

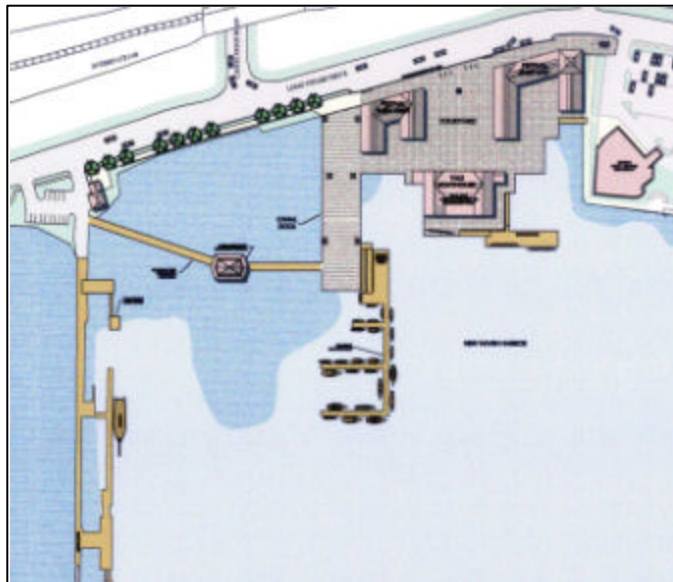


Figure 7.9: Canal Dock site plan

### *Fair Haven and Mill River*

Several large manufacturers are located in the Mill River area. These include Simkins Industries, a paper recycler, and Ives Corporation, a hardware manufacturer. The area benefits from active freight rail and excellent highway connections.

The Fair Haven neighborhood is framed by the lower sections of the Mill River and the Quinnipiac River. The creation of linear open spaces is a hallmark of the city's land use policy in Fair Haven. Quinnipiac River Park, which was formerly a scrap yard, supports a large, relatively new residential area at Front Street. Along River Street and John Murphy Drive, the Fair Haven waterfront remains a viable commercial / industrial district. As such, the Mill River and River Street Municipal Development Plans articulate light industrial strategies and new linear parks along the waterfront.

Of note, the River Street Municipal Development Plan includes a National Register Historic District. For properties to be acquired within the historic district, a mixed use approach is favored. The mixed use approach includes opportunities for commercial development as well as upper floor residential loft spaces. Residential use along the waterfront, in appropriate locations, will improve the trail system, providing a core base of users and property stewards.



**Figure 7.10: Conceptual rendering of the River Street redevelopment by Rutgers University  
Associate Professor Anton Neleson**

As the plan for River Street moves toward implementation, the Chapel Street / Grand Avenue area must be considered. This area includes English Station, the former Brewery Building and certain properties on Chapel Street. Although only the Brewery site is completely vacant, there is considerable underuse and incompatible use of property in this area. Moreover, public access to the waterfront is limited. Taken as a whole, these properties are architecturally significant and promising redevelopment opportunities.

The lower river area also is home the city's aquaculture industry. New Haven is home to high quality and quantity oyster beds and is a central contributor to Connecticut's premier status in the industry. The \$62 million Connecticut oyster industry represents 94% of all production in the Northeast. Dockside facilities are located on the rivers, with bed locations mainly to the south of the bridge.

### *Quinnipiac Meadows*

The Quinnipiac Meadows is an environmentally sensitive area that is heavily impacted by the Northeast Corridor and Interstate 91. Through the efforts of the Regional Growth Partnership's Quinnipiac River Conservation and Development Corridor and other local citizen associations and partnerships, the Meadows area (in New Haven, Hamden and North Haven) is a focal point for ecological restoration and economic development.

On the west side of the highway, the rail yards are home to Amtrak garage facilities, storage and lay-down areas and, on the Hamden side of the border, a large petroleum tank farm. Low-intensity transportation and warehouse uses characterize the Middletown Avenue frontage parcels. As an Industrial H district, the area is well-suited to light industry rather than transportation. Improved design – particularly deeper setbacks – will help to create a light industrial park environment.

Although reduced in size, meadows and tidal marsh areas are regaining habitat. However, there is a limited amount of protected open space in the area. The risk of incompatible development continues to threaten the ecological balance and long-term restoration of the meadows.

*Port District*

The Port of New Haven is located on the eastern side of the harbor, generally south of Ferry Street and north of East Shore Park. New Haven Harbor has a long association with waterborne freight transportation, first connected to the rail system in and around Canal Dock and currently connected to the interstate highway system in and around Stiles Street.

New Haven is among the largest ports in the Northeast, handling approximately 9,000 short tons annually. Approximately half of this freight is liquid petrochemical product. In recent years, port terminals have handled a wider diversity of product that is more broadly reflective of the global economy. Port terminals now handle large amounts of imported steel, aggregate products, lumber and manufactured goods. The shift has created intense demand for vacant land suitable for lay down and storage space. The proposed configuration of Interstate 95, the dominance of petroleum tanks and the proximity of residential areas all complicate an efficient land use strategy.



**Figure 7.11: Land use at the Port of New Haven.**

The New Haven Port Authority, totaling 366 acres, represents the core port district and the area most appropriate for port-related uses. The port district is proximate to the highway interchange and minimizes adverse



impacts, to the extent practicable, on the surrounding residential neighborhoods.

Aside from the land use considerations, long-term planning should focus on creating a more environmentally-friendly port environment. Given the overwhelming dependence on truck movements in and out of the port, air quality is of particular concern. To address air quality issues, advanced emission reduction technologies and reduced dependency on trucks (in favor of rail and pipelines) should be aggressively pursued.

In addition to air quality, proposals to run the Harborside Trail through the port must be addressed. The most direct route is run the trail from East Shore Park along East Shore Parkway. East Shore Parkway is used for additional port lay down areas, necessitating a relocation of the trail. Options include a trail along Connecticut Avenue or, potentially, a trail at the eastern end of the district and to the rear of the WPCA and Cargill tank farm.

### *East Shore*

The East Shore, including Morris Cove and Lighthouse Park, is among the city's most desirable residential neighborhoods. East Shore is distinctive both for the quality of the housing stock and for its relationship with the waterfront. Three signature parks, numerous fishing piers, natural areas and scenic vistas are found in the East Shore.

The neighborhood's identity is well defined by the sea wall at Morris Cove. The city is developing an erosion control plan to preserve this valuable asset.

New Haven's largest public beach, its only carousel, the historic lighthouse are all located at Lighthouse Point Park. According to the Audubon Society, New Haven is home to one quarter of the state's important bird areas, including Lighthouse Park. A number of improvements are scheduled for Lighthouse Park. The Parks Master Plan identifies \$8.2 million in renovations and additions. The program is highlighted by restoration of the lighthouse, renovations to the carousel building and a new fresh water family aquatic facility. In completing these improvements, Lighthouse will be well-positioned as a regional attraction and New Haven destination.

### PLANNING CONSIDERATIONS

- The harbor area is enriched with a number of assets, including an extensive park system, a working port district and ecologically significant tidal marshes.
- These assets are compromised by adverse environmental impacts – including air and water pollution, the inappropriate use of coastal area land, as well as the spatial constraints largely derived from railroad and highway rights-of-way.
- Similarly, the harbor area is threatened by further encroachment of utility systems and highway expansion. Indeed, the Interstate 95 New Haven Crossing Corridor Improvement Program – and forthcoming proposals for Interstate 95 at Long Wharf – are the single greatest threat to a harmonious waterfront environment.
- To mitigate the range of adverse impacts associated with the highway, the city must be proactive with regard to environmental protection, contextual design, construction operations and land preservation.
- By properly addressing highway design and construction, the city will capture a once-in-a-generation opportunity to change the relationship between the city's neighborhoods and its waterfront.
- The city's approach to this opportunity should be based on a commitment to quality of life issues, balancing economic development, environmental protection and cultural enrichment.
- Moreover, the approach must account for the coastal area as a unique resource in need of a critical mass of sustainable activities.
- This critical mass includes not only the traditional pattern of commercial development, but also a commitment to mixed use environments and public access.
- Given the land constraints along the waterfront, redevelopment and long-term spatial planning strategies must be employed to achieve a critical mass.

### RECOMMENDATIONS

The comprehensive plan endorses economic development; a sustainable environment and cultural enrichment as the three guiding principles for coastal area planning.

From an economic development perspective, Long Wharf, the Belle Dock area, Fair Haven, Mill River and the Port of New Haven all are significant components of the local economy. To enhance economic development, the plan promotes job creation and business investment, with a focus on specific locations along the coast. In addition, the plan recognizes the importance of aquaculture and shellfishing as a strong element of this economic sector.

From a cultural perspective, the harbor area must continue to support festivals and events as well as day-to-day leisure activities. To that end, the plan promotes public access, recreation and open space. To meet these objectives, better connections across I-95 and improved facilities at Long Wharf are paramount.

From an environmental perspective, the City of New Haven and surrounding communities are increasingly active in environmental planning and in addressing adverse environmental impacts upon the harbor, Long Island Sound, the Quinnipiac, Mill and West Rivers and in the City's coastal neighborhoods. The plan seeks to accelerate the pace of environmental change, being pro-active in sustaining the Harbor ecology, in restoring key tidal marsh areas, in continuing water quality improvements and in improving the quality of life for neighborhood residents. Likewise, the harbor environment merits high quality design.

Geographically, these principles are applied to the land use plan for coastal areas across the city:

- West River. Along the West River, implementation of the West River Memorial Park Master Plan remains a top priority. On the west side of Ella Grasso Boulevard, the emphasis should be on a more compatible mix of retail, commercial and light industrial uses. Scrap and metal processing and the outdoor market are both inappropriate uses near the river. The near-term approach is to continue acquisition of dedicated riverfront open space. Over the long-term, zoning and coastal program amendments should advance a more favorable land use pattern,

minimizing impacts on the river and also seeking opportunities for job creation.

- City Point. At City Point, the emphasis is a neighborhood scale waterfront. This is accomplished by improving access at Howard Avenue and diligently protecting the neighborhood from industrial and transportation intensive land uses along Sea Street. Similar attention must be paid to traffic calming and pedestrian-friendly streets.
- Long Wharf. Planning for Long Wharf is focused on two central themes: land use and transportation. From a land use perspective, the city is faced with the first substantial turnover in land use since implementation of the Long Wharf Redevelopment Plan. The city's approach must rely heavily on the redevelopment plan's principles and insist on a high-quality design that stunts the marketing / advertising temptations of Interstate 95. Furthermore, the proposed IKEA home furnishings store may trigger a re-orientation of Long Wharf as a retail strip. Such a change threatens both the aesthetics and the commercial / industrial job environment at Long Wharf and is therefore discouraged.

Along the waterfront side, cultural and environmental enhancements to the Vietnam Veteran's Long Wharf Park and development of the Harborside Trail, guide the planning process. This strategy includes mitigation of the adverse impacts resulting from Interstate 95. An ideal approach is suppression of the highway; however, suitable alternatives would include a spatially larger park, including measures to widen the park east and west and measures to curtail coastal soil erosion.

- Canal and Belle Dock. The Canal and Belle Dock areas provide the city with its best opportunity to create a community-focused environment at the harbor. The proposed strategy, collectively known as Harbor Access, is to create a critical mass of activity, including a substantial base of residential, commercial and maritime-related activity. Key parcels include Parcel H, Building Three of the Maritime Center, the SNET facility, SportsHaven and Williams Terminal. While all proposed new uses should relate to the water in either design or function, water-dependent emphasis is placed on development of an intermodal transportation connection / high speed ferry service via the deepwater slip at the Williams site.
- Fair Haven and Mill River. A linear park extending from Grand Avenue along the Quinnipiac River to James Street along the Mill River

anchors the Fair Haven waterfront plan. Land use along the land side of the park varies by location. North of Ferry Street, efforts to reinforce and expand the residential community are encouraged. There is an opportunity to connect the greenway across Clinton Avenue as well. Between Ferry Street Criscuolo Park, the River Street Municipal Development Plan accurately reflects the city's interest in historic preservation, mixed use and light industrial redevelopment. North of Criscuolo Park, several key sites must be addressed. To address these opportunities, the Commission recommends a redevelopment strategic plan to address increased economic activity, historic preservation and public access to the river.

- Quinnipiac Meadows. Long-term planning for this area follows the lead of the Quinnipiac River Conservation and Development Corridor. The QRCDC recognizes the Meadows as an environmentally-sensitive section of the industrially-zoned waterfront. North and west of Interstate 91 (south of the landfill), industrial zoning is appropriate; however, the focus should be on job-creating uses, limitations on automotive-related uses and vastly improved site design. Any development north of the landfill and/or behind the Route 80 commercial area should be outside of the tidal wetlands. These environmentally sensitive locations are appropriate solely as protected open space.
- Port District. The plan calls for enhancements to the Port of New Haven in support of its important role in the regional transportation system. Within the port district – as designated by original boundary of the New Haven Port Authority – several improvements should be completed. First, reestablishment of the Waterfront Street Railroad will improve intermodal connectivity. Second, acquisition of vacant property and stewardship by the Port Authority will advance a more efficient use of land within the district. Third, care should be taken to improve port aesthetics, largely through tree plantings and landscaping in areas outside of berths and parking lots. The Harborside Trail must be accommodated, even in the port area.
- East Shore. The East Shore neighborhood is remarkably stable and well-connected to the waterfront. Consequently, the plan calls for exceptional stewardship of waterside resources, zoning to prevent incompatible new development and code enforcement to ensure the long-term viability of the neighborhood. At Lighthouse Point Park, the capital improvement plan is a priority. In completing these improvements, Lighthouse is better positioned as a signature park.